क्रम सं०	परियोजना का नाम	(करोड़ रुपए) परियोजना की लागत
1	2	3
	सड़कें	
1.	नैनी (इलाहाबाद) उत्तर प्रदेश के निकट यमुना पर पुल का निर्माण	100.36
2.	आन्ध्र प्रदेश में रा०रा० 5 के 355-434 कि०मी० में सड़क को मजबूत करने के साथ साथ चौड़ा करके 4 लेन बनाना।	120.00
3.	हरियाणा में रा०रा० 8 पर 36-107 कि०मी० में 4 लेन बनाना	105.00
4.	आन्ध्र प्रदेश में रा०रा० 5 पर 4 लेन बनाने सहित 3-75 कि०मी० में सड़क को मजबूत बनाना।	114.00
5.	उड़ीसा में रा०रा० 5 पर 0-28 कि०मी० में 4 लेन बनाना	134.00
6.	हरियाणा में रा०रा० 1 पर 132.6-212 कि०मी० में 4 लेन बनाना	167.00
7.	पंजाब में रा०रा० 1 पर 212-254 कि०मी० में 4 लेन बनाना	119.00
8.	महाराष्ट्र में रा०रा० 8 पर 439-497 कि०मी० में 4 लेन बनाना	103.50
9.	उत्तर प्रदेश में रा०रा० 2 के मथुरा-आगरा खण्ड में 4 लेन बनाना	103.50
	नौवहन	
10.	30/45000 डी डब्ल्यू टी के 4 प्रोडैक्ट कैरियर्स (एन बी)	433.00
11.	140000 डी डब्ल्यू टी के 4 कूड टैंकर्स (एन बी)	806.00
12.	140000 डी डब्ल्यू टी के 2 कूड कैरियर्स (एम ओ यू)	403.00
13.	130000 डी डब्ल्यू टी का एक बल्क कैरियर्स (एन बी)	155.00
14.	4 कोम्बी वैसल्स (एस एच)	124.00
15.	47000 डी डब्ल्यू टी के 2 बल्क कैरियर्स (एस एच)	111.60
16.	60-70000 डी डब्ल्यू टी का एक बल्क कैरियर्स (एन बी)	108.50
17.	1 एम०एस०बी० (एस०एच०)	108.50
18.	30000 डी०डब्ल्यू०टी० के तीन प्रोडैक्ट टैंकर (एन बी)	325.50
19.	30000 डी डब्ल्यू टी के तीन प्रोडैक्ट टैंकर (एस एच)	167.40
20.	1 एल पी जी/अमोनिया का एक कैरियर (एन बी)	139.50
21.	1,80,000 सी बी एम का एक एल एन जी कैरियर (एस एच)	285.20
22.	4 कोम्बी वैसल (एस एच)	124.00
23.	1,450 टी ई य के तीन कैंटेनर वैसल (एन जी)	418.50
24.	47000 डी डब्ल्यू टी का एक बल्क कैरियर (एन बी)	167.40
25.	60,70,000 डी डब्ल्यू टी का एक बल्क कैरियर (एन बी)	108.50
26.	4 काम्बी वैसल्स (एस एच)	124.00
27.	5 कोम्बी वैसल्स (एस एच)	155.00
28.	5 कोम्बी वैसल्स (एस एच)	155.00
	पत्तन	
29.	मद्रास में इन्नौर के स्थान पर अनुबंगी पत्तन (एशियाई विकास बैंक और भारत सरकार के जरिए)	315.55
30.	2 कोयला बर्थों की हैंडलिंग सुविधाओं सहित निर्माण और थर्मल कोयले के लिए स्वीकृत हैंडलिंग सुविधाएं (एशियाई विकास बैंक कोयला परियोजना)	354.00

(ख) कोई नहीं।

(ग) प्रश्न नहीं उठता।

Road Accidents in the Metropolitan Cities of India

423. SHRI VIREN J. SHAH:
SHRI PRAMOD MAHAJAN:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the details of road accidents which took place in the metropolitan cities of the country during the year 1991, 1992 and 1993 and the number of persons injured and killed in such accidents;

(b) whether Government have made any in depth study about the number and causes of accidents which took place in Delhi by DTC and Redline buses and other private vehicles during the year 1993 and so far in 1994, if so, what are the details in this regard;

(c) whether it is a fact that India's motor vehicle population is hardly one per cent of world's vehicle population and yet her share of road accidents is six per cent i.e. there is an accident every minute in India and in every ten minutes one person dies on the road, if so, what are the details in this regard; and

(d) what precautionary measures and safety steps Government have so far taken to minimise the accidents in the country, particularly in Delhi?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Accident details in the metropolitan cities during the year 1991, 1992 and 1993 are given in the enclosed statement (*See* below)

(b) A six members Committee headed by Shri Ved Marwah was appointed by Delhi Administration to investigate the reasons of increasing road accidents in Delhi. But the Committee has not submitted its report.

(c) International Data on vehicle population and road accidents is not available.

(d) The steps taken by the Government to minimise the road accidents are given in enclosed statements II and III.

Statement

Metro-politan Cities	1991 Acci-dents	1991 Per-sons killed	1991 In-jured	1992 Acci-dents	1992 Per-sons killed	1992 In-jured	1993 Acci-dents	1993 Per-sons killed	1993 In-jured
Bombay	25477	365	8317	7831	406	7791	— Not Available		—
Calcutta	10017	452	1769	8413	472	2449		-do-	
Madras	3782	461	4122	3787	467	4114		-do-	
Delhi	8065	1820	8051	8506	1727	8576	8475	1252 (Till 30th Nov.)	8099

Statement-II

The steps taken/being taken include—

1. The M.V. Act, 1988 and the Rules framed thereunder provide for stricter requirements in respect of issuance of driving licences, and stringent penalties for offences.
2. Formal training in a driving school is made a pre-requisite for issuance of licence to drive transport vehicles.
3. Maximum safe laden weights have been prescribed for trucks including light commercial vehicles.
4. Maximum speed limits have been prescribed for all vehicles except light motor vehicles.
5. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.
6. It is prescribed that road safety devices would be fitted in the vehicles viz. direction indicators with blinker system for vehicles, special lables on carriages carrying dangerous or hazardous goods.

7. National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.

8. Strict and rigid enforcement of traffic rules and regulations.

9. Regular special drive against rash and negligent driving, driving without driving licences, drunken driving, defective headlights, over-speeding, over-loading etc.

10. Regular prosecution of violation through issue of notices.

11. School children are regularly imparted necessary training/ education in the schools about the rules of the roads and related safety aspects by the road safety cell of Delhi Traffic Police.

12. Introduction of blinkers/signals at accident prone areas.

13. Prosecution through Radar Guns.

14. More Police presence in accident prone areas.

15. Special morning drives and night mobile patrolling.

16. Use of Doordarshan/AIR/Press for giving wide publicity on road safety.

17. Painting of bus boxes, yellow boxes.

18. Special night checking on Highways.

19. Special drive against buses, HTVs, TSRs, Taxis etc.

20. Painting competitions and other road safety activities are being organised by Road Safety Cell to inculcate the sense of road safety among various road users and children.

Statement III

Steps taken to reduce accidents in Delhi

The following steps hae been taken by STA, Delhi and Delhi Police to reduce the accidents.

1. Refresher Courses for the drivers of the public service buses were started in November, 1992. The drivers of the buses were subjected to proficiency test. 1080 drivers have been given refresher courses/ passed proficiency test at Govt. Motor Driving Training School of Transport Department till August, 1993.

2. The Transport Department, Delhi has set up a complaint cell and 82 permits of Red Line buses were suspended/cancelled between the period April, 1993 to November, 1993 which were involved in road accidents. In addition, 17 permits of Red Line buses were suspended/ cancelled on account of complaints for not following the time schedule and route violation including misbehaviour. In addition to discipline the drivers, Delhi Traffic Police prosecuted 65972 Red Line bus drivers for various offences from 1.1.1993 to 30.10.1993. 22,000 prosecutions were made by the Transport Department upto August, 1993 against Red Line buses. 2982 cases of over-speeding of Red Line buses were impounded during 1.10.92 to 31.8.1993.

3. Measures have also been taken by Transport Department to ensure strict compliance of provisions of Motor Vehicle Act with regard to issue of driving licences as well as fitness of the vehicles.

4. The Delhi Police have also taken following steps to check the accidents.

(i) Strict and rigid enforcement to traffic rules and regulations.

(ii) Organising special drives against rash and negligent driving, driving without licence, drunken driving and red light jumping etc.

(iii) Regular prosecution of violators by issue of notice.

(iv) Introduction of traffic signals/ Blinkers in accident prone area.

(v) Deployment of more traffic policemen in accident prone area.

(vi) Special mobile checking on National Highways.

(vii) Prosecution through most modern equipment i.e. Alcometer and Radar Gun.

Widening of National Highway between Vijayawada and Chilakaluripeta

424. DR. YELAMANCHILI SIVAJI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that necessary land was acquired to widen the national highway between Vijayawada and Chilakaluripeta in Andhra Pradesh;

(b) if so, what is the total amount paid towards compensation;

(c) what is the number od persons displaced;

(d) by when the work is proposed to start; and

(e) what is the target date to complete the same?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Two Land Acquisition estimates amounting to Rs.160.50 lakhs and Rs. 117.65 lakhs have already been sanctioned and the land acquisition is in progress.

(c) Out of the total number of 2364 encroachments, 2058 encroachments have been evicted so far.

(d) and (e) Since the land acquisition is still in progress and work is yet to be awarded, it is too early to indicate the date of start and completion of this work.

Survey of Cochin-Madurai National Highway

425. SHRI V. GOPALSAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the work deficiency survey of Cochin-Madurai National Highway has since been completed;

(b) what is the number of approved schemes on this highway, which have since been completed;

(c) what is the number of pending approved schemes, which have been taken up by respective State Governments;

(d) whether Government will consider the suggestion to lay rubberised bituman on the ghat section between Nerimangalam and Bodyanaickoor; and

(e) whether Government will consider sanctioning of additional funds for the ghat section of this highway as a special case?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) and (c) In all 10 schemes have been approved which are in progress. All these schemes are in Kerala.

(d) Use of rubberised bitumen is still at an experimental stage.

(e) Ghat sections are already treated as special cases in the matter of allocation of